

PROJECT 10073 RECORD CARD

1. DATE 8 Jan 51	2. LOCATION S of Ft Worth, Texas	12. CONCLUSIONS		
3. DATE-TIME GROUP Local <u>10/0445Z</u> GMT <u>10/0445Z</u>	4. TYPE OF OBSERVATION <input checked="" type="checkbox"/> Ground-Visual <input type="checkbox"/> Ground-Radar <input type="checkbox"/> Air-Visual <input type="checkbox"/> Air-Intercept Radar	<input type="checkbox"/> Was Balloon <input type="checkbox"/> Probably Balloon <input type="checkbox"/> Possibly Balloon <input type="checkbox"/> Was Aircraft <input type="checkbox"/> Probably Aircraft <input type="checkbox"/> Possibly Aircraft <input type="checkbox"/> Was Astronomical <input type="checkbox"/> Probably Astronomical <input type="checkbox"/> Possibly Astronomical <input checked="" type="checkbox"/> Other <u>UNIDENTIFIED</u> <input type="checkbox"/> Insufficient Data for Evaluation <input type="checkbox"/> Unknown		
5. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	6. SOURCE Civilian couple and others			
7. LENGTH OF OBSERVATION 5 min	8. NUMBER OF OBJECTS Several groups of three	9. COURSE Varied		
10. BRIEF SUMMARY OF SIGHTING Triangular groups of lights - Color - Red and green lights - Size Small - Speed 100 mph (est) Alt - 1000' (est) - Sound like an pitch "Out Board Motor Trolling". Object appeared to triangles of three lights in a vertical plane. Several groups of people observed objects. Hovered and then left the area		11. COMMENTS UNIDENTIFIED - See Case file		

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Subject: "Aerial Phenomena", dated 19 Jan 51, File 1CD 24-0

The driver of the second car came back to our car and stated that he had been watching these lights and had never seen anything like it before. These lights over the highway appeared to be 1000 feet and on a vertical plane. Two of the lights were green and the third light was red, forming a triangle. There were three of these triangles in the group over the highway, making one large triangle. We looked to the east of Highway 81 and could see another triangle. We saw three lights approximately three to five hundred yards to the east, and to the west we noticed three to four groups of lights arranged in the same manner. These lights appeared to be five to seven hundred yards to the west of the main group over the highway. We stood outside the car and observed these lights, which were stationary at first. After a short while we noticed that the group of lights over the highway began moving north in the direction of Fort Worth, Texas and we estimated the speed of these lights to be 100 miles per hour or less. The two green lights appeared to be moving to the north followed by the red light. We looked at the group of lights in the east. They had also started to move north toward Fort Worth. The group of lights on the west appeared to be moving toward Fort Worth, but traveling at a speed of approximately twice that of the group over the highway. We noticed that the group of lights to the east of the highway and to the west of the highway appeared to be on a horizontal plane. These lights did not blink and resembled the lights on a water tower or radio antenna. As these lights moved away a sound resembling an outboard motor trolling in the distance could be heard. We observed these lights for approximately five minutes and from our observation, agreed that the distance between the lights in each of the smaller triangles was ten to fifteen feet. Knowing that several air fields were in the vicinity of our location, we did not introduce ourselves to the man in the other car but drove on toward Waco. The other automobile was a 1946 or 1948 Plymouth coupe with a National Guard tag on the rear license plate. This person stated to us that he was just coming from a National Guard meeting. We noticed that shortly after driving off, the National Guardsman turned to the left off the main highway and therefore, we assumed that he lived in that immediate vicinity. We had been in Fort Worth on business and had not touched as much as one bottle of beer."

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Subject: "Aerial Phenomena", Dated 19 Jan 51, File 10D 24-0

3. No further action is contemplated by this Headquarters.

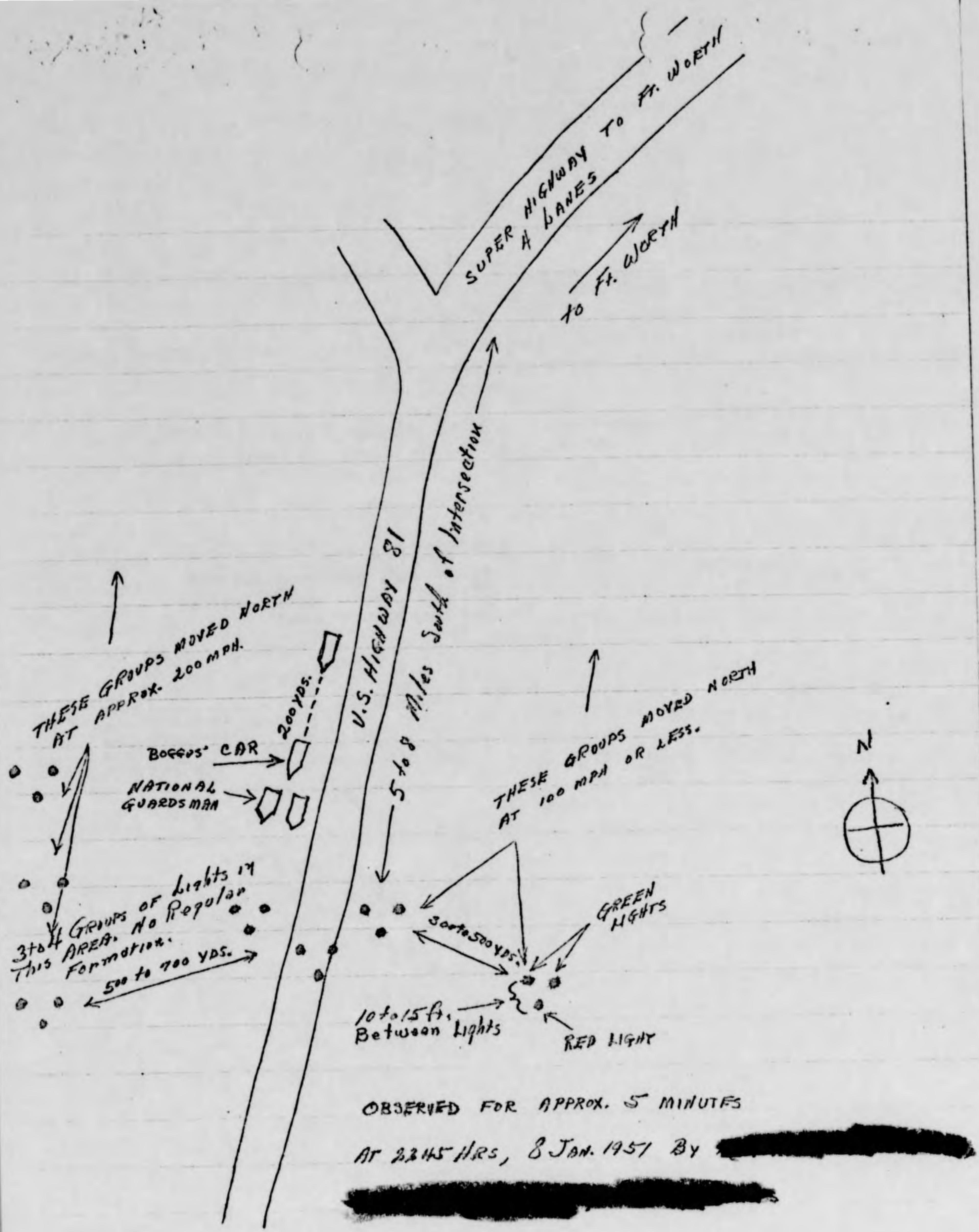
Roy B. Gaynor
RALPH H. SCHALLER
Lt Colonel, USAF
District Commander

cc: Hq. AMC, w/l Incl
Rough Diagram.

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10



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AF272067

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REF 3
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(Unclassified) Unconventional Aircraft
SPECIAL INQUIRY

Directorate of Intelligence, DCS/O
ATTN: Lt Col M. D. Willis

Counter Intelligence Division, Directorate of Special
Investigations, The Inspector General

¹
Maj. Detwiler/amb/71776
AFCSI-6

24-185-10/12
S025

0 FEB 1951

Herewith for your information is Spot Intelligence Report, dated 19 January
1951, regarding subject. Distribution of the inclosure has been made to AMC.

1 Incl:

Cy of Spot Intel Rpt
dtd 19 Jan 51

GILBERT R. LEVY
Actg Chief, Counter Intel Div
Dir. of Special Investigations
The Inspector General

When Incl No. _____ is (are) withdrawn
or not attached, the classification of
CONFIDENTIAL on this correspondence
will be cancelled in accordance with
par 25 e, AFR 205-1.

Disclosure of the nature, sources, or even the existence of such
investigative information to persons mentioned in the report
or to other persons not normally entitled to such information
may be made only when expressly authorized by the Director
of Special Investigations, IG, or higher authority.

8 Jan

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

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AIR INTELLIGENCE INFORMATION REPORT

SUBJECT Unidentified Flying Object		FROM (Agency) Intelligence Division, Hq MATS Andrews AF Base, Washington 25, D. C.
AREA REPORTED ON Kentucky; Georgia	DATE OF INFORMATION 11 - 12 January 1951	EVALUATION C-2
DATE OF REPORT 16 January 1951	PREPARED BY (Officer) A. G. Love, Captain, USAF	SOURCE Kentucky residents
REFERENCES (Control number, directive, previous report, etc., as applicable) IR-291-50 (AF 230381), USA-MATS		

SUMMARY: (Enter concise summary of report. Give significance in final one-sentence paragraph. List inclosures at lower left. Begin text of report on AF Form 112-Part II.)

The following report of an unidentified flying object has been received from the Commanding Officer, Wright-Patterson Flight Service Center, Dayton, Ohio, who in turn received the data from the Cincinnati Air Route Traffic Control Center.

a. Sighting: An unidentified aerial object was sighted traveling northwest to southeast from as far north as Lexington, Kentucky and as far south as Atlanta, Georgia, with the center sightings mostly around Corbin, Kentucky. The date and time of sightings was between 2229E 11 January 1951 and 0415E 12 January 1951.

b. Weather: Twenty-five thousand thin scattered, visibility 1/4 to 3/4 of a mile with ground fog.

c. Witnesses: Mr. ██████████, Airport Guard, Lexington, Kentucky; Mr. ██████████, ██████████ c/o L & N Railroad, Corbin, Kentucky; Mr. ██████████, Radio Station WCTT, Corbin, Kentucky; Mr. ██████████, c/o Corbin Police Department, Corbin, Kentucky.

d. Description: The witnesses did not describe the sighting as an object but more as a flash moving northwest to southeast, therefore, no information on the shape, size, color or maneuverability was given. One witness, a truck driver at Harrodsburg, Kentucky, estimated the altitude as 1000 feet above the horizon. There were reports of severe shock waves at Corbin, Kentucky with less severe ones at Lexington, Kentucky and Atlanta, Georgia.

e. Photograph or sketches: None made.

511.5

APPROVED:

William L. Travis
WILLIAM L. TRAVIS
Lt Colonel, USAF
Chief, Intelligence Division

INCL.

A. G. Love

A. G. LOVE
Captain, USAF

DISTRIBUTION BY ORIGINATOR

*call attention
sound like meteor.*
Joe agrees JGR